

THE CORPORATION OF THE MUNICIPALITY OF CENTRE HASTINGS

BY-LAW NO. 2000-10

A By-Law to regulate the location, construction and use of entrances on to Municipal roads for the Municipality of Centre Hastings.

WHEREAS, the Municipal Act, Chapter M 45, R.S.O. 1990 authorizes the Council of a Municipality to pass By-Laws to control the use of public highways within the Municipality and;

WHEREAS, the Corporation of the Municipality of Centre Hastings deems it necessary to regulate the location, construction and use of entrances on Municipal roads.

NOW THEREFORE, the Council of the Corporation of the Municipality of Centre Hastings enacts as follows:

- (1) That this By-Law is to apply only to those roads under the authority of the Municipality of Centre Hastings and located in the Huntingdon Ward
- (2) That no person shall construct, alter, or use any private road, entrance way structure, or facility, as a means of access on to a Municipal road, except as provided in Schedule "A" attached hereto and forming part of this By-Law and in accordance with an entrance permit obtained from the Municipality of Centre Hastings
- (3) That all applications shall be evaluated in terms of safety and maintenance requirements of the Municipal roads system (i.e. stopping sight distance, drainage, snow clearance, ground contour and slope)
- (4) That any person constructing or altering any private or public road or any other type of entrance way, which provides access on to a Municipal road without first obtaining a permit from the Municipality, shall be liable to a fine, upon conviction, pursuant to the Provincial Offenses Act
- (5) That the total cost of an entrance shall be borne by the applicant, and installed by the Public Works Department

SCHEDULE 'A'
BY-LAW NO. 2000-10

Policies and procedures for establishing new entrance ways or altering existing entrance ways.

1. General Purpose

The primary purpose of this policy is to establish guidelines and design criteria to be used when granting access on to Municipal roads

2. Definitions

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|------|--------------|--|
| (i) | Entrance Way | -An entrance way for the purpose of this By-Law is a private drive used as a means of access on to a Municipal road. |
| (ii) | Clear Vision | -is the visibility distance from the centre point of the entrance in either direction on the Municipal road. |

3. Classification of Entrance Ways

- (i) Residential or Commercial Entrance Way:

Is an entrance opening on to a Municipal road from a private residence or commercial outlet.

- (ii) Farm Entrance Way:

Is an entrance opening on to a Municipal road from a farm, primarily for access to barns and buildings. A farm is defined as a holding of arable land of more than 4.1 acres.

- (iii) Field Entrance Way:

Is an opening on to a Municipal road from a field forming part of a farm. It shall be used only for the passage of animals, crops and other agricultural purposes, but not for access to buildings of any type.

4. Restrictions Regarding Entrance Ways

- (i) The owner of a subdivision planning to construct a public entrance way from a subdivision on to a Municipal road, must obtain a permit from the Municipality of Centre Hastings before construction commences on the entrance way or any related work within the limits of the right of way of a Municipal road. These constraints will also be in affect for all other types of entrances.
- (ii) An entrance shall not be permitted to cross over a day lighting triangle.

- (ii) In areas where the speed limit is less than 80 km/hr, the Public Works Supervisor may restrict the location of an entrance to that distance from the bridge or other structure which he deems advisable.

5. General Specifications for Residential, Farm and Field Entrances

- (i) The minimum width of an entrance way, where a culvert is required shall be 4.9 metres measured at culvert centre.
- (ii) Where culverts are required, only new corrugated steel pipe culverts, having minimum length of 7.5 metres shall be used with a minimum diameter of 381 mm
- (iii) Each entrance way on to a Municipal road shall be designed, constructed and maintained in a manner that will prevent surface water from the entrance way or from the adjoining property, being discharged via the entrance way on to the traveled portion of the Municipal road
- (iv) Concrete pavements, concrete structures, pillars or headwalls of any type shall not be allowed on the Municipal road allowance
- (v) The bottom of the pipe shall set flush with ditch elevation
- (vi) The entranceway fill materials should be placed on a 3 to 1 side slope

6. General Specifications for Commercial Entrances

- (i) A commercial entrance will have a platform top of 9 metres
- (ii) A commercial entrance will have a taper width at the edge of the Municipal roadway of 30 metres
- (iii) A commercial entrance will have a minimum culvert length of no less than 23 metres and have .5 metres exposed at each end of the pipe
- (iv) In an event when Municipal road is tar and chip or asphalt surface, the commercial entrance will be as of the same surface to a distance of 30 metres from the edge of Municipal roadway or property line, whichever is less

7. Township Road Construction

- (i) Where an existing entranceway is affected by the reconstruction of a Municipal road, the Municipality shall reinstate at the Municipality's cost the affected entrance
- (ii) The reinstatement and improvement shall conform to this policy, any original materials of construction salvaged shall remain the property of the Municipality

8. Maintenance

The Municipality of Centre Hastings shall maintain that portion of the entranceway that lies within the shoulder width of the roadway. The remaining length shall be maintained by the property owner at his/her expense. The Municipality shall maintain the drainage through the culvert of any entranceway.

9. Replacement of Existing Culverts

Any existing entranceway with culvert pipe that has deteriorated, collapsed, or is otherwise unsuitable for proper drainage, shall be replaced by the Municipality at the Municipality's expense and shall conform with this policy.

10. Permit Procedures

- (i) All entranceway permits shall be issued by the Public Works Foreman
- (ii) Applications for entranceways must be accompanied by plans or drawings of proposed entranceways
- (iii) Site inspections for entranceway applications are to be carried out by the Public Works Foreman

READ A FIRST AND SECOND TIME THIS 31ST. DAY OF MAY, 2000

READ A THIRD TIME AND PASSED THIS 31ST. DAY OF MAY, 2000


THOMAS C. H. DELINE, REEVE


DOUG PARKS, CLERK

- (iii) Residential, farm and field entrance ways are the basic entrances and all existing properties shall be entitled to one basic access regardless of visibility constraints. However, at the discretion of the Public Works Foreman, a hidden entrance sign may be erected at the owner's cost. When considering the creation of a new residential lot with direct access to a Municipal road, the minimum sight distances for residential, farm and field entrance ways shall be as in table one.

TABLE ONE
MINIMUM SIGHT DISTANCE

<u>SPEED LIMIT</u>	<u>SIGHT DISTANCE</u>
45 km/hr	45 metres
50 km/hr	60 metres
60 km/hr	75 metres
70 km/hr	100 metres
80 km/hr	100 metres

- (iv) Commercial Entrance:

The minimum sight distances shall be as set out in table two.

TABLE TWO

<u>SPEED LIMIT</u>	<u>SIGHT DISTANCE</u>
45 km/hr	60 metres
50 km/hr	75 metres
60 km/hr	100 metres
70 km/hr	125 metres
80 km/hr	150 metres

- (v) The maximum grade for an entrance on to a Municipal road shall be 6% for a rural residential entrance and 10% for a rural farm or field entrance. The maximum grade for an urban residential entrance shall be 8% to 10% respectively.

- (vi) An entrance adjacent to a bridge or other structure which may interfere with the clear vision of traffic using the entrance must be located as follows:

- (i) A residential entrance in an area where the speed limit is 80 km/hr must be located 30 metres from the end of the deck of the bridge or from the nearest part of the structure which actually interferes with the clear vision of traffic using that entrance.